

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM".....	2,361 tons.....	Captain H. D. Jones.
"POWAN".....	2,318	W. A. Valentine.
"FATSHANY".....	2,360	C. V. Lloyd.
"KINSHAN".....	1,995	B. Branch.
"HEUNGSHAN".....	1,998	R. D. Thomas.

Departure from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday, at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5:30 P.M.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN".....	1,651 tons.....	Captain E. H. Grainger.
"SUI-TAI".....	1,651	G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sunday Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7:30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departure from Macao to Hongkong on week days at 7:30 A.M. and 2 P.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN".....	219 tons.....	Captain T. Hamlin.
Departures from Macao to Canton on Monday, Wednesday, and Friday, at 7:30 A.M.		

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7:30 A.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM".....	588 tons.....	Captain J. Willcox (Laid up.)
"NANNING".....	569	Mackinnon.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8:30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
Hotel Mansions, (First Floor), opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 21st June, 1907.

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REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDIES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU".....	1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN".....	1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 9:30 P.M. (Saturdays excepted).

Departure from Canton at 5:15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Wharf is at the end of Wing Lok Street (Tram Station).

For further particulars, please apply to—

BARRETT & CO.,
Agents.

Hongkong, 5th April, 1907.

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WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI."

THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKHINO and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

For the Round Trip.....

530

These steamers have Excellent Saloon Accommodation, and are lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,
AGENTS,
WEST RIVER BRITISH S. CO.
HONGKONG

Hongkong, 6th October, 1907.

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JAVA-CHINA-JAPAN LIJN
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon passengers, and will take Cargo to all Netherland India Ports. For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 15th June, 1907.

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Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY
33, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1907.

TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUILAR STREET.
REASONABLE FEES.
Consultation Free.

Hongkong, 20th June, 1907.

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Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 37.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60 ft. bottom 45.8 ft. Water on blocks, 36.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles—all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made up the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dock, Yoko-hama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. 1, and Watkins.

THE HALL OF THE FAVOURITE.

ORBY'S DERBY AND HOW HE WON IT.

FROM PICTURES.

It was the Girl in the Blue Blouse who smiled so sweet an apology out of her blue eyes as we cannoned in the crush at Tattenham Corner that decided me. So pretty a mascot must mean something, so I paid sixpence for a card, bought down the list of Derby jockeys, and found that Johnnie Reilly carried the mascot colours. He was to ride Irish Orby, bloused in blue. So, with the largest piece of silver that is coined in England, I, who am a child in these matters, approached timidly a student man who is tall and white-hat labelled Bill Babury, of Battersea, and spoke unto him.

"Orby?" he says. "Well—12 dollars to one to you!"

The crushing emphasis on the last word was too apparent. So I bade a fond 'good-bye' to the large piece of silver; and mingled with the crowd to see what was going on.

THE DERBY ROAR.

Well, it was a real Derby crowd. The soaking morning had fled before a warm and brilliant burst of real summer sunshine. Under the roof of blue, white and woolly clouds sailed gaily before the wind at racing pace. The Downs were nearly dry—dry enough, in fact, for picnic parties to sit out in the sunshine and bask and eat and drink.

On the course the crowd roared that old familiar roar of Derby Day, beating up against the rails that divided the Privileged from the Proletariat, surging among the piled coaches and the caravans and the tents, q'arrelling, jesting, singing, shouting, eating, and drinking—and still the roar went up in a great body of sound which split amid the myriad kites that soared heavenwards, tugging at their strings, and was lost in the infinite ether. This was a crowd which no unruly weather could keep from attending the one great racing festival of the year. It might rain, it might snow, it might hail and thunder and lightning; but the picture, and the unmatchable music of the Derby Roar would be there still the same.

PRIVILEGED SPECTATORS.

Presently the crowd swept up to the barriers at the Grand Hall to see the Quality arrive. Just before the first race the Royal Standard was hoisted over the clock, and the King, who had come from Victoria in a special train, arrived looking well and merry. The threatening weather kept the Queen and Princess Victoria away; but the Prince and the Princess of Wales came in time to see the favourite win the first race, and so did the Duke and the Duchess of Connaught, Prince Arthur of Connaught, Prince Christian, Princess Victoria of Schleswig-Holstein, and the Grand Duke Michael of Russia. The royal box was quite full; and down in the reserve enclosure below, the Duke of Devonshire, with his famous white "opper," discarded this year for a black silk with a marvellous polish loit, led the fashionable gathering of sporting nobles, lords, and gentlemen. Lord Rosebery, looking none too well, surveyed the crowd lazily through his glasses while he talked with Lord Coventry and Lord Suffield. The Duke of Westminster strolled about in excellent spirits; and Capt. Greer, the owner of the mighty, the marvellous Sieve Gallion, talked shop with "Boss" Croker, who had his mascot up his sleeve in the form of a Yale blue hand-kerchief, with which he occasionally mopped his ample forehead. Lord Rosebery walked round to the paddock to wish good luck and good speed to his beautiful bay colt, and to chat with "Danny" Maher, his jockey. The crowd recognised him at the gate, and cheered for Bezonian.

A STUDY IN TEMPERAMENTS.

Then the solemn hour arrived, the last bets were registered—and even at 2 to 1 on, Sieve Gallion tempted the vast multitude to such an extent that the heavy bags in the Ring sagged with the gold and silver which had gone to support the taurian sleeves and the red cap. Vanitas vanitatum!

The course was cleared, and the signal given for the parade. Out came the favourite stamping and champing in conscious pride. The sweet smell of the green grass; the beaming sun, and the calls of the wind seemed to lull him with the joy of glorious life. A great sigh of admiration went up into the air at the sight of him.

I turned to my friend William Battersea, only to see him wipe a line off his slate with a smudgy thumb. That line was

4-6 SILVER GALLION.

"I lay no more on the favourite, after that sight," said William. "He's fall o'beans, in Sieve Gallion; and could win backwards out of that crowd. Look at 'em! Might as well be on a skewer!"

I looked, and saw Orby, the chestnut colt beloved by "the Boss," slouching along as drowsily as a cur after a sound thrashing. His head was down, and his ears were twitching. His very tail hung limp—and nobody had been plucking hairs from it, either. Poor Orby! Some secret trouble was evidently lying like lead on his gallant Irish heart. You know the Irish temperament—all fire and bubble one day, and flat as ditchwater the next. This was evidently Orby's ditchwater day.

I turned to William, and wondered how far down in the pile in his bulging bag my speculative "dollar" lay—and sighed.

WHEN ORBY WINS.

In the dead silence which followed as the horses were marshalling under the starting-gate, the clang of the bell spoke out sharp and sudden—

"They're off!" A trained chorus couldn't have shouted it in such amazing unison. The King, from his perch under the Royal Standard, watched the little ribbon of multi-coloured specks moving along in the hazy faraway; and down below the world "stood tiptoe upon the little hills," as Keats sang of a very different historical happening.

William having double-locked his bag—in case my little piece of slate should leap out in the excitement of the moment—balanced himself upon an orange-box, glued his eye to the small end of a very stout telescope, and chanted the history of the struggle to the crowd beneath him. That chant you can read in "Homeric measure," over the signature of Uo, on page six. I didn't see it, because the fat back of a large man was between my eyes and daylight. And until I heard the thumpety-thump of thudding hoofs close by and heard the yell of astonishment and pain gathered into that one word "Or by!" I wasn't aware of anything unusual happening, since I saw John Bull, who carried the hopes of Heratio on his back, leading the fluttering ribbon a mile away.

But Orby it was! for by craning my neck I could just see the blue blouse fish by the winning-post with a nice space of daylight before Woolwinder tore up, with the beautiful, glistening favourite straining, straining, straining at his heels—but straining in vain.

Intimation.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

CLARET.

	Per cent. 1 doz. qts.	Per cent. 1 doz. pts.
ST. ESTEPHE	\$ 7.50	\$ 8.50
ST. JULIEN	9.00	10.00
LA ROSE	12.00	13.00
CHATEAU HAUT BRION		
LARRIVET	18.00	20.00
CHATEAU MOUTON		
D'ARMAILHACQ	22.00	24.00
CHATEAU PONTE		
CARNET	25.00	
CHATEAU LA TOUR		
CARNET	30.00	
CHATEAU RAUZAN	44.00	
CHATEAU LAFITE	50.00	

OUR CLARET'S, including the lowest priced, are of exceptional value, and guaranteed to be the genuine product of the juice of the grape.

CLARET'S from the celebrated Chateaux above-mentioned are too well known to connoisseurs to need comment, and we can confidently recommend them as mature and in fine condition.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS,
Hongkong, 11th June, 1907.

MARRIAGE.
June 4 at Westminster, COLIN, son of late A. Miller, of Hongkong, to ETHEL AGNES LAMBERT.

DEATH.
On July 1, 1907, at Shanghai, GEORGE ALFRED VICTOR DICK, of the Great Northern Telegraph Co., aged 31 years.

The Hongkong Telegraph
HONGKONG, MONDAY, JULY 8, 1907.

AN INDUSTRY FOR KOWLOON.

Some time ago, when we had occasion to remark on the development of Kowloon, alike as a residential and business area, and the possibilities which will, in all probability, be realized in the near future, reference was made to the admirable system of roadways which have been constructed there under the superintendence of the Public Works Department. The inconveniences, delays and dangers caused by the narrow thoroughfares in Victoria have not been lost sight of by the Department when considering the question of extending the street communications of Kowloon. Indeed, it would have been strange and suggestive of an optical derangement not to say, a mental infirmity, and a departmental twist had the constant congestion of the principal arteries of the city resulting from the old-fashioned notions of what was necessary for vehicular traffic escaped the attention of the officials responsible for the construction of roadways in the Colony. Except in the dead of night, and only for a few hours then, the main streets on the island are thronged with vehicles to such an extent that everyone must be thankful that the peculiar situation of the island, its conformation and characteristics, have precluded the introduction of horse-traction for commercial purposes. In Kowloon, which is only in its infancy, and already exhibits the attributes of a lusty growth, the old policy has given way before an enlightened administration which promises to confer on that desirable portion of the peninsula benefits which have been denied to Hongkong and to the City of Victoria in particular. As the residential district is extended, and the commercial interests of Kowloon are augmented, either by the introduction of new industries or the partial transference of old established firms from the island to the mainland which is being carried into effect or in contemplation, the question of adequate street communications is, of necessity, one of daily consideration by the Public Works Department. And, judging from the character, meaning the width and bed formation, of the roads which have lately been built to suit public requirements there can be no doubt as to their suitability to meet the extensive traffic

which exists in Kowloon at present and is even on the increase. The main roads are 100 feet in width, which leaves ample room for their adornment by the planting of trees, after allowing a sufficiency of space for the passage of the ordinary street traffic; while the side roads, which are mainly for the convenience of the immediate residents, are more than sufficient to meet the limited needs of the special community for whom they are intended. But the fact that the arterial system of Kowloon is based on the sound principle of providing for the growth of the district, particularly as an industrial and commercial centre, is suggestive of more than the mere utilitarian purpose of the roads. It may be remembered that on a previous occasion we referred to the introduction of motor-cars into Hongkong. If there is one place more than another where the motor-car might be considered out of place it is surely the island of Hongkong, where there are neither roads suitable nor objectives of interest to reward the enthusiasm of those who indulge in the luxury of the latest form of locomotion. In Kowloon, however, the conditions are entirely favourable to the desires of the motorist, and are likely to become more so when the railway to Canton becomes an accomplished fact. The pleasure incident to the negotiation of a variety of difficulties and the traversing of a country which to the majority of people is, at present, *terra incognita*, will be at the command of the amateur chauffeur and his friends, and there is no reason why a prosperous and flourishing trade in automobile requisites should not be established on the peninsula to meet the needs of those who are in a position to give vent to their roving proclivities. In this connection some remarks which appear in the report for 1906 of the Commissioner of Customs at Shanghai are probably indicative of what will occur at Kowloon when the "bacteriae automobilium" make their appearance at Kowloon. Referring to the tramway scheme at Shanghai, the Commissioner observes that: "One of the alternative schemes to the tramway, and one which was strongly advocated, was to have no tramway at all, but lines of motor vehicles. This scheme was negatived, mainly, upon the hypothesis that the native could not be trusted to become a reliable chauffeur. Curious enough, the reverse has proved to be the fact, and no modern invention has developed more rapidly in Shanghai, or contributed more to the expansion of the town, than the motor industry. Garages and repair shops are springing up in all quarters, and the large number of valuable motor-cars and motor-boats, all of which are most of the time solely in charge of the native chauffeur, would strike any newly arrived Occidental as exceptional anywhere. Many wealthy natives have acquired cars, which they drive themselves at times, while enormous motor vans, used by firms which have their storage godowns far removed from their offices, the Municipal Council's new motor chemical fire engine, etc., all prove how welcome and serviceable the new industry is in this flat country." The American Consul at Tsingtao writing on the same subject exhorts the manufacturers of automobiles in the United States to recognise and take advantages of the openings which one afforded those who desire to obtain a share of the trade which is bound to arise in the motor-car trade. If in Shanghai a'd Tsingtao the auto-car industry has already been considered worthy of attention by the official world which takes stock of commercial affairs, the future of the motor industry in Hongkong and especially in Kowloon should certainly not be neglected by those enterprising enough to take time by the forelock. Everything tends to favour the idea that when Kowloon has come into its own, and when the many opulent Chinese merchants and Europeans in a position to invest in motor-cars are interested in the idea, there will be something in the nature of a rush to be in the fashion. Whether the less fortunate of the population will enjoy the prospect of a host of horseless vehicles speeding across the country intent upon their own affairs rather than concerned with the interests of the people is another matter which will, of course, have to be the subject of legislation. But if motor-cars are a recognised feature in Hongkong to-day there is no reason why they should not flourish in Kowloon to-morrow, where the roads, conditions and benefits are infinitely more attractive.

THE FOOLZY OF HURDLE RACES.

The farcical display of jumping which was given by the China ponies in the hurdle race at the gymkhana, held at Happy Valley on Saturday should at last convince the Committee that this event on the programme should be obliterated once and for all. Either the ponies cannot or will not jump over the low hurdles erected on the course, but we lean to the former belief, which has been succinctly and colloquially expressed in the words of a race-goer, who observed that "China ponies cannot jump hurdles for sour apples." If the hurdle race were merely inserted on the card with the object of arousing the risibilities of the spectators, the idea would be

sufficiently ridiculous in itself, but when life and limb are endangered, as they were on Saturday, and as they always have been in this egregious exhibition, the stewards should realise that their responsibility is not limited to the tacit encouragement of the comical. There is nothing of the element of sport in a competition which is usually won, not by the best horse, but by the strongest, which boldly pushes its way through instead of over the hurdles. As a matter of fact, the horse which starts fast and leaves no obstacles on the course to be ground under foot by the leading contestants has apparently the best chance of reaching the winning post, having profited by the labours of the others at the preliminary hurdles. But even then, the spectators have had to witness a display which began mirthfully when the ponies refused time and again to take the jump and ended in bordom when the same tactics occurred at each successive hurdle. The fact is, the China pony is not built for jumping hurdles; it is too heavy in the shoulder, neck and head and bears about the same relation to a hunter as a dryhorse at home. A local enthusiast in racing remarks that the China pony can be depended upon to negotiate dry cuts, and in Shanghai some wonderful jumps over water-courses have been witnessed, especially in the paper chases, but there again they have been schooled to their work, which is not the case in Hongkong. On Saturday, according to our information, two ponies were out in the hurdle race that had never previously tried a hurdle, while had it been a mile race the pony which did win would not have been among the first three of the four runners. It is therefore little less than absurd to continue including in the programme of gymkhana after gymkhana the usual hurdle-race as if the Committee had the hope of discovering some day an Oriental Grand Nationalist; and the sight of rider after rider toppling out of his saddle and whipping the frightened animals half a dozen times before each hurdle is certainly not conducive to sport, and is not sport in any sense of the term. The committee who frame the programme would be well advised if they dropped the hurdle race from future meetings, and we trust they will take our hint, which is offered in the best spirit, and will certainly be endorsed by all who have the interests of pony-racing in Hongkong at heart. Fortunately, on Saturday the accident to the rider of Beaufort did not prove to be a serious one, but it should not be necessary to kill somebody before a needed reform is made.

LOCAL AND GENERAL.

H. E. SIR CLAUDE MACDONALD, British Ambassador to the Court of Japan; returned to Tokyo on 28th ult.

CAPTAIN P. H. M. Taylor, 3rd (Indian) Lancers, has been appointed "Aide-de-Camp" to Sir Frederick Lugard, Governor of Hongkong.

ENGINEER Sub-Lieutenant C. B. Evington has been appointed to the *Kent* on the China Station, from the *Roxburgh* in the First Cruiser Squadron.

OWING to the absence of Mr. F. A. Hazeland in Macao, Mr. G. N. Orme, acting second police magistrate, presided at the Police Court this morning.

SECOND Lieutenant C. R. Shannon, Royal Engineers, doing duty in the Isle of Wight, has been placed under orders to proceed to Hongkong in the approaching relief season.

THE Chinese Engineering & Mining Co.'s total output of the Company's three mines for the week ending June 22, 1907, amounted to 20,955.09 tons and the sales during the same period to 20,767.4 tons.

AN American Consulate was opened on the 1st inst. at Antung, under the jurisdiction of Mr. Arnell, lately of Mukden. The survey of the Amur Railway has been finished and it is expected that the line will be constructed by 1912.

COMMANDANT MAUGER, who has been seriously ill from concussion of the brain as the result of a motor-car accident on June 4th, was able to leave the Shanghai General Hospital on 30th ult. and stayed for a day at the Hotel des Colonies. His recovery was not permanent and he had to return to hospital the next day.

THE cruisers of the *Monmouth* type—the *Monmouth* is on the China Station—are to have their 12-pounder quick-firing guns removed from the captain's cabin and re-mounted on the after shelter deck, or upper deck. The light 12-pounders thus displaced will be mounted on field carriages for emergency service.

THE property belonging to the late Mr. A. W. Maillard, situate at No. 9, Seymour Road, Shanghai, was sold by auction on 1st inst. by Messrs. L. Moore & Co. A large number of prospective buyers were present, and the bidding, starting at Tls. 10,000, soon ran up to Tls. 82,000, at which figure the Shanghai Land Investment Co. was the purchaser.

ON the 4th ult. Mr. Kuncimay informed Mr. Lonsdale that Sir E. Grey had no information respecting the riots near Swatow, in China, except what had been published in the press, and he was confident that His Majesty's Minister in China would report to him at once on the matter if it were serious. From officials informed received, the disturbance at Lien-chow, previously reported, appeared to have been unimportant.

The thermometer registered 107° in the shade at Tientsin on 26th ult.

An interesting race between motor-boats took place yesterday afternoon, the course being from the Corinthian Yacht Club to the beacon at Lyngwood Lane. Five boats competed and the race was won by the *Felting*, owned by Ulstrup; *Schluter*, the *Dimchaf* being second and *Nellie* third. The *Felting* was built by the owners and has two cylinder engines by Fay & Bowen, U.S.A. The winner had a handicap of ten minutes.

At an entertainment given on 20th ult., at "eoul, in honour of Pak Yung-ho, the former political refugee, who has just been allowed to return from Japan to Korea, over forty anti-Japanese assassins attempted to assassinate Pak Yung-ho, Song Phong-chun, Minister of Commerce, and Yi, President of the pro-Japanese Ichin-hoi Society. These three men had the narrowest escape. The leader of the assassins committed suicide on the spot.

News has reached this country of the death, on April 19, of Mr. Wei On, who was, we believe, the only Chinaman ever admitted as an English solicitor. He was educated at Cheltenham College and Christ Church, Oxford, where he took his M.A. degree and became known as a fine athlete. He was subsequently articled to Messrs. Clarke, Rawlins and Co., of 66, Gresham House, and we believe, showed more than the ordinary intelligence of the articled clerk. He was admitted in 1896 or 1897, and soon afterward returned to his native country, where he practised until his death. —*L. & C. Express*.

THE negotiations between the Chinese and Japanese with regard to affairs in Manchuria have been resumed in a conciliatory manner. H. E. Hsi Shih-chang, Viceroy of the Manchurian provinces, and H. E. Yang Shao-yi, Governor of Fengtien, have issued a manifesto which declares that the steady influx of foreigners into Manchuria, due to the opening up of the different towns, is a matter of great congratulation from the point of view of commerce. The proclamation then exhorts the people of Manchuria to cultivate friendly relations with foreigners and deprecates any continuance of anti-foreign feeling.

A WELL-TO-DO Chinaman, residing at the corner of Connaught Road Central and Wing Wo Street, third floor, was picked up in the street early this morning, by the police, dead. His skull was fractured. There is at present nothing to show how deceased met his death, but the theory advanced is suicide. Friends of the dead man informed the police that during the past few weeks he appeared to have gone entirely out of his mind. He acted queerly and constantly spoke of death. They were of opinion that some time during the night accused must have got out of bed and jumped over the veranda. The deceased was a middle-aged man.

ON May 30 there was launched at Whiteinch the screw steamer *Pelio*, built for the Messageries Maritimes de France. The vessel has been constructed to British Corporation and Board of Trade highest class. The general dimensions are as follows:—Length, 410 ft.; breadth, 52 ft. 9 in.; depth, 32 ft. 6 in. Her gross capacity is 5,702, with a deadweight carrying capacity of 8,500 tons, and a cubic capacity of 12,120 tons. The machinery consists of a set of triple-expansion engines, capable of driving the vessel at a speed of 12 knots at sea. The *Pelio* has been constructed in meet the owners' increased traffic between Marseilles and the East.

THE fifteen young Chinese, who arrived in France last week, says, the *L. & C. Express* of 27th ult., to complete their military instruction and return to their own country in two or three years with the rank of under-lieutenant, have been conducted to the military Pyrenees de La Flèche by Colonel Ting, who accompanied them from China to Paris and by M. Tang Tsai-Fou, First Secretary of the Legation in Paris. They will there remain the necessary time to acquire a sufficient knowledge of the French language, before going to different infantry regiments. The young students will until then retain the Chinese uniform, to be exchanged for that of the French infantry when they are incorporated in the same.

TODAY was one of the busiest days that the Magistracy has seen for weeks, and with only one magistrate sitting it looked at one time as if it would be impossible to get through the cases in one day. There were several gambling cases, innumerable hawking, obstruction and assault cases, while patty juries and juries were there in plenty. No less than four hours were occupied by the usher and clerks, assisted by an interpreter, in copying the charge-sheets. End with each officer getting his witnesses together and waiting for his different cases to be called on, the Magistracy was the best place to be away from this morning, standing room, not to say sitting accommodation, both inside and outside the Court room, for an hour after the Court sat, being impossible.

CAPTAIN W. Valentine, of the Canton steamer *Powar*, prosecuted four Chinamen at the Police Court, this morning, with obtaining a passage to Hongkong without permission, and the steamer's cook with aiding and abetting the stowaways on board. The *Powar* left Canton at half past six o'clock last evening for Hongkong. After the fares had been collected by the chief officer, the purser and the com- porters went in search of stowaways, for it is seldom a day passes without some being found hidden somewhere on board. In a room belonging to one of the stowaways the defendants were located. The captain was called and in front of him the first defendant pointed out Wong Ying, the cook, as being instrumental in getting them aboard. This man, however, denied that at the Court. His Worship, found the stowaways guilty and the cook, not guilty, there not being sufficient evidence to convict. The first accused, for telling a falsehood, was fined \$30 and the other three \$1 each. The cook was discharged.

A TOKIO telegram, of 1st inst., to the *N. C. D. News*, says:—In reference to the orders given by the San Francisco police to Japanese Employees Offices to withdraw their sideboards on the 27th ult., the captain of the *Monmouth* declared that they are not American citizens, the Municipality declares that Treaty provisions do not affect police authority. The Japanese Embassy has not yet received official notification of the order and is deferring action, which would in any case be idle in present circumstances, pending the judgment of the Court at Washington.

CANTON DAY BY DAY.

LANDING AND STORAGE OF KEROSENE.

[From Our Own Correspondent.]

Canton, 6th July.—Some time ago, the British Consul-General at Canton, Mr. R. W. Mansfield, wrote to "E. the Viceroy several times pointing out that the kerosene oil landed at the jetty close to the Canton-Hongkong steamer's wharf at Tung Hing Street, is a source of great danger and risk to the wharfs, and requested that the Viceroy to give instructions to have the jetty removed. The Central Police Department, by order from the Viceroy, has issued a proclamation together with some regulations governing the landing of the oil. The regulations are chiefly to the following effect:—A suitable place should be selected for the erection of a jetty where kerosene oil only could be landed. All kerosene boats coming from the Fati Oil Tanks to Canton are to carry a flag made of white cloth, a foot wide and 3 feet long, bearing the two characters (火木) painted on it. All such boats should be in possession of a special permit issued by the Custom House authorities. These boats must be constructed of iron and be of good condition, and used for conveying kerosene oil, but no other cargo. Good tubs, closed with lids, instead of the old kind tubs, should be used in conveying the oil. Each kerosene store in Tung Hing and other streets should not keep a larger stock of oil on the premises than about twenty cases at a time, and must not store the goods in a densely populated place. If no suitable site can be obtained for the purpose of a jetty, a daily supply should only be brought from the tanks enough to satisfy the demand. The proposed jetty together with all such boats for carrying oil are to be under the control of the Harbour Master.

DIRECTOR OF THE BUND DEPARTMENT.

Yesterday H. E. the Acting Viceroy appointed the sub-director of the Canton Bund Department, expectant Magistrate Sit Wing-ien, as director of the same department, and this official will to-day assume charge of office.

STUDYING PLAGUE.

At the meeting of the Fong Pin Hospital, the directors decided to send one of the institution's medical officers to Annan to inquire into the system of the treatment of plague-stricken patients in that country, with a view of effecting reforms on model lines in the treatment of bubonic plague patients in that institution.

RAILWAY MEETING.

A meeting of the Canton-Hankow Railway Company was held at the Company's office yesterday afternoon, to promulgate regulations governing the forthcoming mass meeting. Mr. Ha Yang-sang was voted to the chair and numerous suggestions were brought up for discussion by those present. Ultimately resolutions to the following effect were carried:—(1) That as the representatives of the Government and the different Railway Companies throughout the Empire are to be present, the forthcoming meeting is to be carried out in a businesslike manner. (2) That two superintendents, two inspectors, two secretaries, scrutineers, etc., are to be appointed to superintend the meeting. (3) That two ballot boxes be put into use, and officials be appointed to take charge of these boxes. (4) That the result of the voting be posted up immediately after the casting of votes by the shareholders. (5) That the ballot boxes be opened from 10 o'clock on the morning of the 11th instant to 12 o'clock of the same morning. (6) That all invited representatives as well as shareholders who are to take part in the meeting be requested to be present early on the day of the meeting.

FIGHTING AROUND LIMCHOW.

A letter from Limchow describes in detail the different engagements in the latter part of last month between the bandits and the Government troops under the command of the recently dismissed Commander-in-chief Ho Cheung-chiog and two other military officers, surrounded Sung and Kwok. For five days in succession, from the 12th ultimo to the 17th ultimo, the troops defeated the rebels in the following places—Kwang Ning, Kow Lung, Ngau Kong, and Pink Kut, killing many of them and seizing a large quantity

Telegrams.

[Reuters.]

The Transvaal.

London, 5th July.

The Transvaal Government has introduced an Immigration Bill excluding immigrants unable to write a European language, or Yiddish, or who are likely, through poverty, to become a burden to the State.

The Hague Conference.

The Sub-Committee of the Hague Conference has discussed the Brits' proposal re floating mines.

The British delegates accepted a Japanese amendment sanctioning drifting mines equipped with an apparatus to render them innocuous in a very brief period after they are cast adrift.

Henley—The Grand Challenge.

The Belgian crew won the Grand Challenge. Captain Dorell won the Diamond Sculls.

Korea and the Hague Conference.

Reuter's correspondent in Seoul states that the Emperor, being interrogated by Count Ito, denied all knowledge of the Korean deputation to the Hague.

Count Ito, interviewed afterwards, said that the Emperor's persistence in such intrigues would constitute hostile action against Japan, and that it must be stopped.

The United States.

6th July.

Washington wires that the fleet will probably sail early in the autumn for a voyage occupying sixty days.

It is believed that after the fleet has reached Peru it will proceed more deliberately than before; apparently because it could in case of emergency then reach San Francisco before any other fleet.

Three additional battleships and several cruisers are joining the Pacific squadron. Rear-Admiral Bob Evans is in command.

DEAF AND DUMB CHAMPS.

COOLIE INJURED IN BONHAM ROAD BY AUTOMOBILE.

Probably few people in Hongkong know that the owner and chauffeur of the large automobile, which is so frequently seen about town, is both deaf and dumb. This fact was learned at the Police Court; this morning, when Chu Tak Hok, the chauffeur, was arraigned before Mr. G. N. Orme, on a charge of reckless driving and injuring a coolie. The idlers at the back of the Court were interested and amused when the deaf and dumb interpreter started to let the accused know what was happening. By some extraordinary contortions which apparently form part of the Chinese deaf and dumb alphabet, the interpreter managed to make accused understand the charge. A plea of guilty was then entered.

On Saturday afternoon, defendant and a few friends were driving along Bonham Road in the car, at a very fast rate. Near the pumping station there is a rather sharp turn and the road at that point becomes narrower. Here, the police allege, accused swung round the bend, forgetting to sound his horn, and a coolie, who was walking along the road, was struck by the autocar, the wheels of which passed over his legs. He was sent to the Government Civil Hospital, and it is believed his leg is broken.

When it became known to his Worship, that the accused could neither hear nor speak, he was asked whether he thought he was a safe person to take charge of a car. To this no answer was given.

His Worship—Tell him he had better not drive that car again. He is not considered safe person. He will pay a fine of \$5, and I further order him to give the coolie \$3 as compensation.

THE ANTI-OPIUM CAMPAIGN AT SHANGHAI.

At 2 o'clock on Sunday afternoon, says the N.C.D., news of 1st inst., nearly 2,000 persons, consisting of officials, gentry and merchants of this Port, met in the Mingluntang, or Literary Examination Hall, to celebrate the operation of the opium prohibition law in Shanghai district. The Shanghai Taotai, the Shanghai Magistrate and the Marine Sub-Prefect, were also present at the invitation of the leaders of the gathering. Congratulatory speeches were the order of the day, the principal tenor of which was that if the people of the Empire possessed and showed the will and determination to eradicate the evil habit of opium smoking and other forms of consumption, the drug, it would be the turning point for China—the parting of the ways, in fact—which would in time transform the weak China, as she is now, into a powerful and wealthy country. Furthermore, that if the people could of their own accord root out the evil, it would be a proof that the people will be able to assume the responsibility of taking up Parliamentary representation. During intervals in the meeting the Bands of the Industrial School, at Sicawei and of the Physical Association, played patriotic music. The officials present thanked the gentry and people of Shanghai for so materially assisting them in putting down the vice of opium consumption in the district. Without their valuable help, the Taotai rightly declared, the officials would never be able to bring the law into operation. The meeting broke up at 5 p.m., after many good speeches and mutual congratulation.

HARBOUR COLLISION.

COAT OF INQUIRY.

At the Harbour Office, this afternoon, Commander Basil R. H. Taylor, R.M., Harbour Master and Marine Magistrate, held an inquiry into the circumstances touching the collision between the launch *Fook On* and the River Steamer *Hungkong*, at 3.15 p.m., on the 28th June, while the *Fook On* was back from Hillier Street wharf. With Commander Taylor, sitting as a Marine Court, were Lieut. Henry Butterworth, R.N., H.M.S. *Tam*, Edward Beetham, master of the *Emperors of India*, Alfred Stoker, master of the *Woolwich*, and Henry W. Walker, master of the s.s. *Kwong Tung*. The acts concerning the Court was read and the letter of Captain R. Dowsett Thomas, of the s.s. *Hungkong*, asking for an inquiry.

The facts as already recorded in these columns were related and the case continued.

LUNCY INQUIRY.

DOUBLE JURY IMPANNELED.

At the supreme Court this morning, before his Honour Mr. A. G. Wise, Lunacy Judge, presiding in Lunacy jurisdiction, the case was called on for inquiry in the matter of Ki Chit, alleged to be of unsound mind, under the Lunacy Ordinance of 1906.

Mr. H. G. Calthrop, instructed by Mr. E. P. H. Lang, appeared for the petitioner, Poo Chan Shih, the mother of the alleged lunatic. The following jury was impanelled: E. T. Bunje (foreman), J. M. Irvin, R. Miller, T. Slade, D. S. D. Burjor, P. E. G. Hiner, G. G. Catchick, R. W. Pearson, R. A. B. C. Seydel, J. Patterson, F. Gomes, A. R. Blake, P. G. F. Prisen, A. W. J. Watt. Mr. Calthrop said this was an issue under the Lunacy Ordinance of 1906, and the question to go before the jury was whether Ki Chit was capable of managing himself and his affairs. The father of Ki Chit died and left considerable property, and when the son lately came of age, it was found that he was incapable of managing his affairs. When he was six years old a tumour appeared on his head near his right temple, and since then he had always appeared strange, and been extremely nervous. He would not, even now go out alone, nor would he sleep alone, so that a servant had always to sleep in the room with him, and he had a peculiar habit of upsetting all bottles and jars of liquids he came across. Besides this he would tear his clothes, pull off his shoes, and pick at his toes in a most unreasonable manner, so that he had to be constantly watched. He had been examined by Dr. Jordan and Dr. Harston, and they would tell their own story. The finding of the jury would in no way alter the position of the alleged lunatic, who would remain in the custody of his mother, and a committee would be appointed to manage the estate.

Poo Chan Shih said she was the mother of the alleged lunatic. She went on to describe his conduct generally at home, and said he was born in 1886, and had lived with her all his life. When he was about six years of age he got a swelling on the right side of the head near the temple, but he continued to go to school until he was 18, but did not learn much. Now he just sat at home and pretended to read and talked and laughed to himself. If asked afterwards he could not tell what he had been reading. He was very nervous, and was afraid to go out alone as he was afraid of dogs, watchmen, the sound of fire-arms, and crackers and so on, and at night he would not sleep in a room by himself, and he had to keep a servant to occupy his room with him, and to be always about him. He was also in the habit of buying newspapers about the house, and she was in constant fear that he would set the house on fire, as he liked to get a match-box and make a bonfire of waste-paper. He was constantly destroying his clothes and shoes, and up to last year was in the habit of breaking up the furniture, but had stopped that now. If he got any medicine bottles he emptied them on the floor. Witness did not dare to say anything as she was afraid that if she did he would smash the bottles and cut himself.

Mr. Calthrop: If he finds cigars and cigarettes about the house what does he do with them?

Witness: He puts them in his pocket and smokes them when he feels inclined.

Mr. Calthrop: And when he gets hold of a bottle of wine?—He drinks it. (Laughter.)

Mr. Calthrop: With what result?—He gets very drunk. (Laughter.)

Continuing, witness said that one day lately, when it was raining heavily, Ki took a number of cushions into the yard and lay down in the rain and had to be dragged into the house.

The manager of the estate said that Ki Chit was entirely incapable of doing any business, and did not know the value of nor want money, and in fact would rather have a cigar than \$100. He would talk a lot of nonsense and then say he was speaking a foreign language. He could not really read much though he pretended to do so. He would laugh and wag his head from side to side.

His Honour: As you, gentlemen, (to the jury) will notice he is doing now. Just glance at him from time to time.

Dr. Jordan and Dr. Harston said they examined Ki Chit in October and May last respectively, and said that Ki Chit behaved before them in just the way described above. They considered him of unsound mind owing to the tumour which prevented him from having a proper cigar. Over his actions since his higher nervous system could not act upon the lower.

The jury, without retiring, after his Honour had briefly reviewed the evidence, said that they were unanimously of opinion that Ki Chit was of unsound mind, and mentally incapable of managing himself or his affairs.

His Honour: Thank you, gentlemen, for your attendance. The rest of the matter can be arranged in Chambers.

Mr. Calthrop: And the costs, my Lord?

His Honour: All the costs must come out of the estate, of course.

THE GYMKHANA.

A SUCCESSFUL MEETING.

With the weather at its best, although a trifle warm, a large attendance, and a flying course, the third meeting of the Hongkong Gymkhana Club, which was held on Saturday last, at Happy Valley, proved an out-and-out success. Taking everything into consideration the racing as a whole was interesting and some very exciting finishes were the order of the day.

But the Hurdle event proved nothing less than a farce. Four ponies started off in this race, to a good send-off. Beaufort (R. F. C. Master up) took the lead at once and negotiated the first hurdle in good style, the others coming up strong. Nearing the second hurdle, Master unmercifully applied his whip, Beaufort became flurried, struck the hurdle and rolled into the ditch, flinging his rider clear over his head. Master was not seriously hurt, however. Then followed a series of accidents. Brutton lost his seat on Sanguine and came off, being followed shortly afterwards by Roberts, who was riding Sirocco. Minnoch (Com. Western), some distance behind, "walked" home winner.

The last event of the day produced a popular win for H.E. Mr. F. H. May's Highland Heather (owner up). As Mrs. May led the winner into the enclosure the jockey was loudly cheered.

For the second time in Hongkong the non-selling sweeps were held on Saturday. Conducted as they were by Mr. I. P. Madar and his capable staff of accountants and other assistants, the sweeps gave entire satisfaction to the sporting public. The steady growth of the amount of the prizes testifies to the popularity of the sweeps with the racing fraternity.

With the success demonstrated at the last two gymkhana the Stewards of the Jockey Club should be satisfied that this popular form of lottery has "taken on" and they would do well to sanction the sweeps as a regular institution at the annual meeting in February. The result of the different races is appended.

ONE MILE FLAT RACE—Handicap.—For subscription griffins of this season 1906-07. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance fee \$5, 1st prize; A cup presented by C. H. Ross, Esq., and prize \$15. (Entrance fees to go to winner.)

Mr. Dryadus's b. Grey Tick, 1st 7lb. Dr. J. W. Nobel's b. No Savvy, 1st 12lb. H.E. Mr. F. H. May's g. Highland Heather 1st 7lb.

Time—2. 10 3/5.

Parimutuel—\$21.00.

Sweeps—1st \$12.50; 2nd \$6.30; 3rd \$1.50.

GYMKHANA CLUB CHALLENGE CUP.—Distance one mile. For all Chin ponies. Catch weights at 1st, 6lb. Winners of an open race or open griffin race 5lb. Extra. Non-winning subscription griffins allowed 5lb. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5lb. To be won by the pony scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winner of this cup to count marks scored by them at this meeting towards aggregate, only. Memoranda presented at this meeting to be taken by riders scoring highest number exclusive of previous winners. Entrance fee \$5, 1st prize; \$14.10. Sweeps—\$5.69.35; 2d \$14.10; 3d \$6.70.

TANT PEGGING CHALLENGE CUP.—Presented by His Excellency Major-General Broadwood, C.B., For China ponies. To be run for five times and to be won by the rider scoring most marks at the end of the season. Best of three runs at each meeting. Points for pace and style. Open to members of both services as well as to members of the Gymkhana Club. Winner of this cup to count marks scored by them at this meeting towards aggregate, only. Memoranda presented at this meeting to be taken by riders scoring highest number exclusive of previous winners. Entrance fee \$5, 1st prize; \$14.10. Sweeps—\$5.69.35; 2d \$6.70; 3d \$1.50.

AMBER RACE.—About 3 furlongs. For all Chin ponies. Catch weights over 13 stone.

Riders and ponies in the regular racing events at this meeting to be barred. Open to members of the Jockey Club and members of both services as well as to members of the Gymkhana Club. Entrance fee \$5, 1st prize; \$1.50. Cup presented by John Paterson, Esq., and prize \$25. Post entries.

Mr. Dryadus's b. Grey Tick, 1st 7lb. Dr. J. W. Nobel's b. No Savvy, 1st 12lb. H.E. Mr. F. H. May's g. Highland Heather 1st 7lb.

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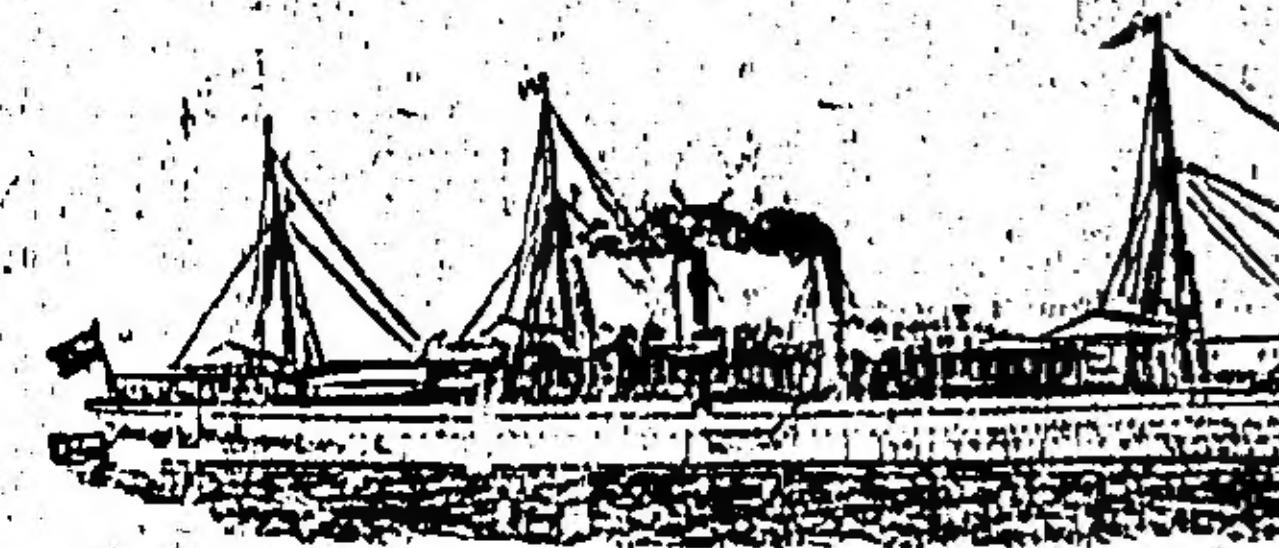
Time—2. 10 3/5.

Parimutuel—\$21.00.

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"MONTEAGLE"	1,613	WEDNESDAY, Aug. 14th	Sept. 7th
"EMPEROR OF JAPAN"	6,000	THURSDAY, Aug. 29th	Sept. 16th
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MANILA	YUENSANG	FRIDAY, 12th July, 4 P.M.

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FRIDAY, 23rd August.

For Freight and further information, apply to

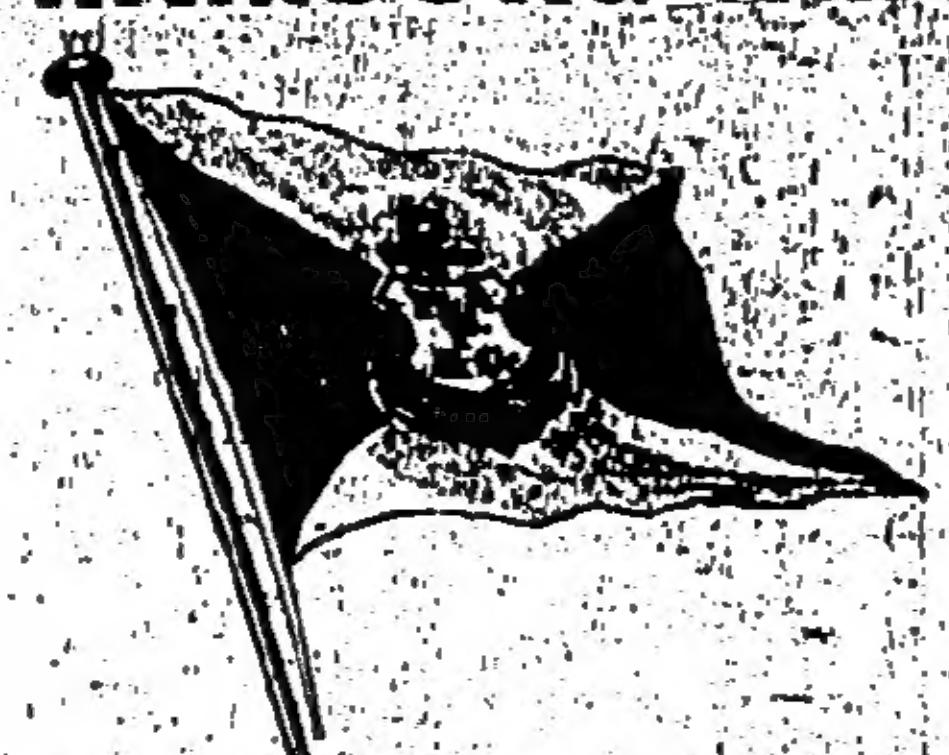
SHEWAN TOME'S & CO.,

GENERAL AGENTS.

Hongkong, 6th July, 1907.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.



159 Ocean Steamers

with

912,000

Br. Reg. Tons.

PASSENGER SERVICE.

RHENANIA—HAMBURG—HOHENSTAUFEN.

HIGHEST COMFORT, ONLY LOWER BERTHS.

Laundry on board, Doctor, Stewardess carried.

Ports of call: NAPLES, PLYMOUTH, HAVRE.

NEXT SAILINGS FROM HONGKONG.

Outward.

SILESIA 12th July.

HABSBURG 2nd Aug.

Hongkong, 2nd July, 1907.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUZ CANAL.

(With Liberty to Call at Malabar Coast)

PROPOSED SAILINGS FROM HONGKONG.

FOR BOSTON AND NEW YORK.

S.S. "SAINT PATRICK" 9th July.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 3rd July, 1907.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, CALLAO AND

QUIQUE via JAPAN PORTS (KARATSU, KOBE and YOKOHAMA).

With option to call at MEXICAN and other Coast ports.

Steamers Tons To sail on

"KATHERINE PARK" 4,000, July 18, noon

"KASATO MARU" 6,100, End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast ports of South America in connection with Steamers of the Pacific S. N. Co.

For further information as to Freight and Passage, apply to

K. MATSDA,

Manager,

York Building.

Hongkong, 27th June, 1907.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queens' Building, Hongkong, 8th June, 1907.

THE NEW FRENCH REMEDY.

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospital by M. Dr. Robert, Robert, Jules, and others, has now been introduced into England, and is finding a wide acceptance.

This Remedy is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in sisterhood.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 3rd July, 1907.

STEAM TO CANTON.

THE New Twin-Screw Steel Steamers

KWONG TUNG Capt. H. W. WALKER.

KWONG SAI Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening. (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening. (Sunday excepted).

These fine new steamers have unparalleled

Accommodation for First Class Passengers and are fitted throughout by Electricity. Electric Fan in First Class Cabins.

Passage Fares—Single Journey, £1.25 each.

Meals £1.25 each.

The Company's Wharf is situated, in front

of the New Western Market, opposite the old Harbour Office.

YUN'ON S.S. CO. LTD.

and

SHU'ON S.S. CO. LTD.

No. 1, Canton Road, Wharf.

Hongkong, 3rd July, 1907.

Sold by all Chas. & Co.

WHAT THE COLONIALS AND

STORM-WARNINGS ISSUED

FROM THE HONGKONG

OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast beside the Time-ball at Kowloon Point for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and JKUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and JKUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards and BALL below indicates a Typhoon to

COMMERCIAL.

TO-DAY'S EXCHANGE.

SELLING.

London—Bank T.T.	1/2
Do. demand	2/5/16
Do. 4 months' sight	2/24
France—Bank T.T.	2/75
America—Bank T.T.	5/2
Germany—Bank T.T.	2/23
India—T.T.	1/63
Do. demand	1/63
Shanghai—Bank T.T.	7/2
Singapore T.T.	7/2 % prem
Japan—Bank T.T.	107
Java—Bank T.T.	1/2

Buying.

4 months' sight L/C	1/2
6 months' sight L/C	2/3
30 days' sight San Francisco & New York	5/4
4 months' sight do.	5/8
30 days' sight Sydney and Melbourne	2/1/6
4 months' sight France	2/80
6 months' sight do.	2/82
4 months' sight Germany	2/29
Bar Silver	31
Bank of England rate	4 %
Bank of France	31 %
Switzerland	50/10

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hong Kong Observatory.
On the 8th, at 11.30 a.m.—The barometer has risen moderately over N. China and S.W. Japan and fallen considerably in Hakodate.
The depression is moving "Ewards" over the Sea of Japan. Pressure is highest over the China Sea, and the Pacific to the South of the Looschoot.
Moderate monsoon may be expected in the Formosa Channel and the N. part of the China Sea.
Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inch.

FORECAST.

1.—Hongkong, and neighbourhood, S. W. winds, moderate; fair.
2.—Formosa Channel, same as No. 1.
3.—South coast of China between Hongkong and Lamock, same as No. 1.
4.—South coast of China between Hongkong and Hainan, same as No. 1.

Shipping.

Arrivals.

Hongkong, Fr. s.s. 6/1, E. Corel 6th July, Haiphong, and Hainan 5th July, Rice, Coal, Pig and Tates.—A. R. M.
Scandia, Ger. s.s. 3/109, W. von Döhren, 6th July.—Singapore 11th July, Gen.—A. L. Kaifong, Br. s.s. 9/86, E. Finlayson, 6th July, Cebu and Iloilo and July, Sugar.—B. & S. Aberdour, Br. s.s. 2/61, P. K. Barne, 6th July, —Moj 10th June, Coals.—B. & S.
Simia, Br. s.s. 5/88, Goldsmith, 7th July, London 25th May, and Singapore 2nd July, Mails and Gen.—P. & O. R. N. Co.
Kwongtung, Br. s.s. 1/428, W. P. Baker, 7th July.—Shanghai via Swatow 3d July, Gen. and Sheep.—J. N. & Co.
Phuyn, Fr. s.s. 2/50, Bouisson, 7th July, Saigon 3rd July, Rice.—B. & Co.
Van Buitum, Div. s.s. 9/4, J. C. Greer, 7th July.—from Billian, Mires.—J. C. J. L. Shakan Maru, Jap. s.s. 3/302, T. Sugi, 7th July.—Saigon 3d July, Rice.—Order.
Taihun, Ch. s.s. 1/16, F. Stephen, 7th July, —Shanghai 3rd July, Gen.—C. M. S. N. Co.
Coquet, Br. s.s. 2/86, T. Walker, 7th July, —Kuchinotzu 1st July, Coals.—M. B. K. Meeff, Ch. s.s. 1/138, C. V. Frigat, 7th July, —Canton 6th July, Gen.—C. M. S. N. Co.
Heim, Nor. s.s. 7/17, A. Erikson, 7th July, —Bangkok 3rd June, Rice.—Veen, Fat Kong.
Fronto, Nor. s.s. 2/000, T. Seberg, 7th July, —Saigon 3rd July, Rice.—Chinese.
Tonkin, Fr. s.s. 3/84, Mouton, 8th July, —Marseille 9th June, and Saigon 8th July, Mail and Gen.—M. M.
Sydney, Fr. s.s. 2/08, Barillon, 8th July, —Yokohama 29th July, Mails and Gen.—M. M.
Yuenlong, Br. s.s. 1/100, T. Meyrick, 8th July.—Masila 9th July, Gen.—J. M. & Co.
Nikko Maru, Jap. s.s. 3/434, E. W. Haswell, 8th July.—Manila 9th July, Flour and Gen.—N. Y. K.
Shooshing, Br. s.s. 1/105, Northcombe, 8th July.—Canton 7th July, Gen.—J. M. & Co.
Kawagawa Maru, Jap. s.s. 3/82, N. Ohno, 8th July.—Yokohama and Shanghai 9th July, Gen.—N. Y. K.
Walsh, Br. s.s. 1/170, Richard, 8th July, —Ch'ing-ting 1st July, and Wuhu 1st July, Gen.—J. M. & Co.
Fukushu Maru, Jap. s.s. 1/109, T. Ito, 8th July.—Anping and Swatow 7th July, Gen.—O. S. K.
Seiko Maru, Jap. s.s. 9/38, G. Nokao, 8th July.—Footh 5th July, Tei.—O. S. K.
Ambia, Ger. s.s. 3/100, Schwingheimer, 8th July.—Singapore 2nd July, Gen.—H. A.

Clearances at the Harbour.

Kwongtung, for Canton.
Rioh Maru, for Keelung.
Taihun, for Canton.
Coquet, for Kuchinotzu.
Scandia, for Shanghai.
Tonkin, for Shanghai.
Petehut, for Swatow.
Amio, for Foothow.
Amio, for Shanghai.

Departures.

July 7.
Haiching, for Const. Pots.
Taihun Maru, for N.asaki.
Man Maru, for Swatow.
Chuon, for Canton.
Amio, for Canton.
July 8.
Quon, for Saigon.
Tiilong, for Batavia.
Taihun, for Shanghai, &c.
Wankin, for Canton.
Kwongtung, for Canton.

Passengers arrived.

Per Phayon, from Saigon—10 Chinese.
Per Tashan, from Shanghai—Misses Mrs. Tuan and Bonaventure Hupf.
Per Van Buitum, from Billian—Mr. Van der Sud, and 30 Chinese.

Passengers arrived.

Arrivals at Home—1st May—Villa de la Closa, Polychromus, 1st June—Agememnon, Antenor, 7th June—P. B. Friedrich, 12th July—Japan, 14th June—Surola, Salasie, 18th June—Deutzall, Indrospira, Sunabu Maru, 21st June—E. B. Suton, Bromske, Albion, Rhenania, 21st June—Belgavia, Athol, Fulse, Bayan, Shiran, Tamba Maru, 26th June—Sumatra, 28th June—Tourane, 1st July—Sumatra, 2nd July—Tourane.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENTAGE PRESENT OCCUPATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation Do.	80,000	\$125	\$125	\$1,000,000	\$1,721,558	\$1.15/- and bonus of 1/- @ ex. 2/3=	41%	\$80 ex. n. issue \$321 new issue London £70 ex. new issue London £60 n. issue first call
National Bank of China, Limited	99,925	47	46	\$12,735	\$71,393	\$5 (London 3/6) for 1903	...	551
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$150	\$10	\$1,675,000	\$133,638	\$20 for 1905	74%	\$270
North China Insurance Company, Limited	10,000	415	45	\$1,000,000	Tls. 185,529	Interim of 7/6 for account 1906 @ ex 2/10 11 16 per cent	6%	Tls. 75
Uniao Insurance Society of Canton, Limited	12,400	\$50	1100	\$1,000,000	1,400.40	Final of \$12. making \$12 for 1905 and interim of 3/3-10-1906	58%	\$760 buyers
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$125,156	1/- for year ending 31.12. 5	7%	\$175 buyers	
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,300,000	461,467	1/- and bonus \$5 for 1905	98%	187 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$150	\$50	\$1,256,485	1,62,980	\$40 for 1905	124%	\$320
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	525	525	\$7,000	\$365	1/- for 1906	61%	\$15 buyers
Douglas Steamship Company, Limited	20,000	550	550	\$204,383	Nil.	\$2/- for year ended 30.4. 1906	6%	741 buyers
Hongkong, Canton & Macao Steamboat Co. Ltd.	70,000	\$15	\$15	\$193,500	20,170	\$1 for 2nd half-year making \$200 for 1906	68%	\$191 sales
Indo-China Steam Navigation Company, Limited	60,000	210	210	\$350,000	2,452	10/- @ ex. 2/1 9/16-\$4,669 1905	...	359
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 1,327	Final of Tls. 3 making Tls. 3 (Pref.) and final of Tls. 3 making Tls. 3 (ord.) for 1/- (Coupon No. 7) for 1906	112%	Tls. 46 sales	
Do. (Preference)	100,000	Tls. 50	Tls. 50	85,355.6. 0	\$5,167.143	\$100 for year ending 30.4. 1907	108%	Tls. 50 buyers
"Shell" Transport and Tracing Company, Limited	2,000,000	51	51	313,710	113,417.479	...	21%	40/-
"Star" Ferry Company, Limited	10,000	110	10	113,217	113,417.479	...	4%	\$35
Taku Tug and Lighter Company, Limited	30,000	115.50	115.50	113,812	Final of Tls. 2 making Tls. 6 for 1906	121%	Tls. 48	
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	8450,000	9,218	\$8 for year ending 31.12.06	8%	\$100 buyers
Lucon Sugar Refining Company, Limited	7,000	\$100	\$100	None	11s. 8935	5/- for 1897	521	
Perak Sugar Cultivation Company, Limited	7,000	115.50	115.50	11s. 100,000	Tls. 4 (8%) for year ending 31.8.06	44%	Tls. 85 sales	
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	41	41	\$15,000	1,12,546	Interim of 1/6 for a/c year ending 28.2.07	4%	Tls. 15.00 sellers
Oriental Consolidated Mining Company, Limited	500,000	G 510	G 510	\$26,013	G \$90,930	Interim of 50 cents for account 1906	...	G. 55
Raub Australian Gold Mining Company, Limited	150,000	41	41	None	1,4745	No. 12 of 1/-=48 cents	...	\$6 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	116,124	110,335	\$1.75 for year ending 31.12.06	10%	\$171 sellers
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	45	110,000	33,047	Final of 3/3 making \$5 for 1906	64%	180
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	45	110,000	140,933	46 for 2nd half-year making \$12 for 1906	114%	\$105 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	100	110,000	11,3997	Final of Tls. 4 making Tls. 8 for 1905/6	104%	Tls. 76 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	100	Tls. 10,100	Tls. 23,117	Final of Tls. 10 making Tls. 18 for year ending 31.12.06 on old capital	84%	Tls. 2121 sellers
Yangtze Wharf and Godown Company, Limited	2,500	Tls. 100	100	Tls. 75,000	Tls. 12,936	Tls. 18 for 1905	81%	Tls. 2121
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 1,500	Tls. 3,388	The 6 for 141 months ending 28.2.07	6%	Tls. 103
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	110,000	110,418	33 for year ended 30.6.1906	108%	1281
Central Stores, Limited	50,123	\$15	\$15	110,000	110,178	\$1.80 for 1906	12%	\$15
Hongkong Hotel Company, Limited	12,000	\$50	\$50	110,417.5	110,417.5	5/- for second half-year making \$10 for 1906	88%	\$118
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	110,000	110,26075	Final div. of \$3/4 making \$7 for 1906	68%	\$105 sellers
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	110,000	110,26075	Final of 6 1/2% for 1905	114%	Tls. 13
Hotel Metropole Company, Limited	2,000	\$100	\$100	110,000	110,26075	Final of \$6 making \$10	121%	\$80
Imphrey Estate & Finance Company, Limited	150,000	\$10	\$10	110,000	110,367	80 cents for 1906	21%	\$101
Kowloon Land and Building Company, Limited	1,600	\$50	\$50	110,000	110,369	5/- for 1906	14%	\$37 buyers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 869,113	110,61,578	Final div. of Tls. 3 & bonus Tls. 1/4 (old sh. 18 div. 1/2 cts. & bonus of 1/2 cts. (new sh. 10/100) Final div. of \$4.10 making \$4.10 for 1906	74%	Tls. 104 buyers
West Point Building Company, Limited	12,500	\$50	\$50	110,000	110,519	Final div. of \$4.10 making \$4.10 for 1906	84%	\$10
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000	Tls. 64,086	Tls. 10 for year ended 31.10.1906	158%	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	Tls. 45,939	121,660	5/- for the year ending 31.7.06	111%	511
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	None	Tls. 36,211	Tls. 6 for year ended 30.9.06 (8%)	12%	Tls. 50
Imo-kung-new Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 28,257	Tls. 31,169	Tls. 8 for 1906	91%	Tls. 821 buyers
Boy Chee Cotton Spinning Company, Limited	4,000	Tls. 500	Tls. 500	Tls. 30,000	Tls. 30,000	Tls. 50 for 1906	152%	Tls. 330
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	None	5006	7 for 1906	8%	1871 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	110,000	110,486	1/3 per share for 1905	84%	57 sellers
Campbell, Moore & Co., Limited	1,200	\$10	\$10	110,000	110,653	5/- for 1905	82%	\$20 sellers
China Botany Company, Limited	10,000	\$12	\$12	110,000	110,889	5/- for 1904	83%	10 sales
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	110,000	110,889	Final of Tls. 5 making Tls. 10 for 1905	151%	Tls. 64 sellers
China Light and Power Company, Limited	50,000	\$10	\$10	110,000	110,500	60 cents for year ended 28.2.06	...	111
Do. Do. special shares	50,000	\$1	\$1	110,000	110,854	80 cents for 1906	9%	59 sellers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	110,000	110,555	80 cents for 1905	83%	315 buyers
Dairy Farm Company, Limited	25,000	\$75	\$75	110,000	110,804	Final of \$1/4 making \$2.00 for 1906	124%	5161 buyers
Green Island Cement Company, Limited	200,000	\$10	\$10	110,000	110,502	\$2/- for year ending 28.2.07	11%	521 buyers
Hall & Holt, Limited	21,000	\$20	\$20	110,000	110,293	1/- per share for year ending 28.2.07	7%	514
Hongkong Electric Company, Limited	60,000	\$10	\$10	110,000	110,436	Final of \$18 making \$2.00 for year ending 31.12.06	91%	5245 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	110,000	110,436	5/- for year ending 31.12.06	9%	5221 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	110,000	110,436	Second interim div. of Tls. 7 for a/c 1907	10%	Tls. 2921 buyers
Maatschappij tot Mijn-, Bosch- en Landbouwzaak in Nederlandsch Indie	25,000	G 100	G 100	Tls. 547,100	110,374	5/- per sh. or periodis. m 19th Oct. to 30th Apr. '07 None	94%	5241 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	110,000	110,436	Final of Tls. 31 and bonus of Tls. 1/4 for year ending 31.12.06	41%	5245 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	110,000	110,436	Tls. 4 for 1905	...	523 buyers
Philippine Company, Limited	67,500	\$10	\$10	110,000	110,436			